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SOURCE Newspapers and telephone book as indicated.

DESCRIPTION OF VARIOUS SERVICES OF
 TARS (SOVIET-RUMANIAN CIVIL AIR TRANSPORT SERVICE)

[Numbers in parentheses refer to appended sources.]

TARS, the civil air transport service of Rumania, carries passengers, freight, and airmail; in addition, it contributes planes to the public health service, to forestry, and to agriculture. Its planes spray chemicals over forests, fields, and cotton areas to control locusts, vegetable parasites, and other crop pests.

TARS transports millions of kilograms of freight every year to points throughout the country. Application for freight transport is relatively simple. TARS merely requires the exact address and telephone number of the receiver. Letters sent airmail reach their destination in a maximum of 3-4 hours [sic]. The cost of airmail service is only slightly greater than that of regular mail.(1)

The public health service is strongly dependent on TARS. Public health aviation stations have been set up in a number of areas. Dozens of planes leave these stations daily to fly to the most remote work centers and villages to bring in medicine and to fly out emergency health cases. During 1951 alone, more than 61,000 kilograms of medicines, vaccines, serums, and preserved blood were brought to 170 work areas and villages, either directly or by parachute. Planes flew 1,200 doctors from university clinics to give medical assistance to serious cases. Similarly, 721 men hurt in work accidents or seriously ill were flown. More than 960,000 children were vaccinated against TB by means of BCG carried in TARS planes of the public health service.

In the first half of 1952, the number of sick transported by plane was 17 percent greater than in the same period of 1951. More than 33,000 kilograms of medicines were flown. Most of this was dropped by parachute. The number of flights carrying university professors and medical specialists rose 16 percent

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in the first half of 1952. Pilots Stefan Ferrescu, Gh. Teodorescu, Vasile Lagara, Haralambie Simion, and others showed heroism in landing in dangerous places. With the aid of TARS, the public health service is training a group of nurse parachutists to be dropped in areas where no airfields are available.(2)

The passenger service is also a primary activity of TARS. There are no restrictions on passenger traffic, in conformity with decree No 484, published in Buletinul Oficial, No 19, 10 April 1952. This decree specified that all persons be permitted to travel by air, without restrictions, for any distance desired, regardless of job, place of work, or salary. The purchase of a ticket is now the only formality required. Tickets are available at TARS offices throughout the country.(3) Individual travelers, as well as enterprise delegations, can save money by going by plane. Individuals are permitted to take along up to 10 kilograms of baggage in Rumania and 20 kilograms on flights to foreign countries. Any weight in excess of this is taxed, but the total is still only slightly more than railroad fare.(1) Since the number of seats is limited, however, it is necessary to make reservations in advance. In case of cancellation, money is refunded.(3)

To increase the utilization of planes, TARS organizes excursions for groups of 15. The price of an excursion trip for an individual is equal to that of a Class II-a railroad express ticket. Excursions may be made to any point in the country where an airfield exists. For example, excursions can leave Oradea for Cluj, Targu-Mures, or Arad. Those starting from Arad can fly to Oradea, Cluj, or Targu-Mures.(1) Special flights are arranged for delegations from enterprises or state institutes. Similarly, sports excursions can be arranged to points in Rumania or to foreign countries.(3) The passenger service has regular flights from Bucharest to Timisoara, Arad, Cluj, Baia-Mare, Oradea, Targu-Mures, Sibiu, Galati, Bacau, and Iasi. Where traffic is heaviest, TARS has set up many flights per day. Thus, planes on the Timisoara - Arad run depart twice a day, at 0730 and 1630 hours. On the other hand, the Cluj traffic is even heavier, and, therefore, planes leave Bucharest for Cluj at 0645, 0900, 0915, 1615, and 1710 hours, via Targu-Mures, Sibiu, or direct. A plane which leaves Bucharest at 0915 hours arrives in Budapest at 1200 and in Prague at 1335 hours. The Warsaw plane requires about the same time. A TARS plane covers the distance from Bucharest to Moscow in 7 hours, stopping at Kiev and Odessa.

Weather bulletins are issued constantly by the Baneasa meteorological station. Planes maintain contact with the station by radio. Buses carry passengers from TARS headquarters in Bucharest to the Baneasa airfield. Passengers on incoming flights are carried by bus to the Bulevardul Balcescu.(1)

The regular passenger schedule, effective as of 2 June, is as follows:

Flight I. Bucharest-Cluj-Baia Mare

Leaves Bucharest at 0645, arrives at Cluj at 0815, leaves Cluj at 0830, and arrives at Baia Mare at 0900. Return flight: leaves Baia Mare at 0920, arrives at Cluj at 0950, leaves Cluj at 1015, and arrives at Bucharest at 1145.

Flight II. Bucharest-Galati-Bacau-Iasi

Leaves Bucharest at 0705, arrives at Galati at 0805, leaves Galati at 0820, arrives at Bacau at 0905, leaves Bacau at 0920, arrives at Iasi at 0945. Return flight: leaves Iasi at 1015, arrives at Bacau at 1040, leaves Bacau at 1055, arrives at Galati at 1140, leaves at 1155, and arrives at Bucharest at 1255.

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Flight III. Bucharest-Timisoara-Arad

Leaves Bucharest at 0730, arrives at Timisoara at 0930, leaves at 0950, and arrives at Arad at 1005. Return flight: leaves Arad at 1025 and arrives at Bucharest at 1225.

Flight IV. Bucharest-Targu Mures, Cluj--Baia Mare

Leaves Bucharest at 0900, arrives at Targu Mures at 1015, leaves at 1030, arrives at Cluj at 1055, leaves at 1115, and arrives at Baia Mare at 1145. Return flight: leaves Baia Mare at 1630, arrives at Cluj at 1700, leaves at 1720, arrives at Targu Mures at 1745, leaves at 1825, and arrives at Bucharest at 1915.

Flight V. Bucharest-Sibiu-Cluj-Oradea

Leaves Bucharest at 0915, arrives at Sibiu at 1015, leaves at 1030, arrives at Cluj at 1105, leaves at 1120, and arrives at Oradea at 1200. Return flight: leaves Oradea at 1630, arrives at Cluj at 1710, leaves at 1730, arrives at Sibiu at 1805, leaves at 1825, and arrives at Bucharest at 1925.

Flight VI. Bucharest-Timisoara-Arad

Leaves Bucharest at 1630, arrives at Timisoara at 1830, leaves at 1845, and arrives at Arad at 1900. Return flight: leaves Arad at 0630, arrives at Timisoara at 0645, leaves at 1710, and arrives at Bucharest at 0910.

Flight VII. Bucharest-Sibiu-Cluj-Oradea

Leaves Bucharest at 1650, arrives at Sibiu at 1750, leaves at 1805, arrives at Cluj at 1840, leaves at 1855, and arrives at Oradea at 1935. Return flight: leaves Oradea at 0630, arrives at Cluj at 0710, leaves at 0730, arrives at Sibiu at 1805, leaves at 0825, and arrives at Bucharest at 0925.

Flight VIII. Bucharest-Targu Mures-Cluj

Leaves Bucharest at 1710, arrives at Targu Mures at 1825, leaves at 1840, and arrives at Cluj at 1905. Return flight: leaves Cluj at 0630, arrives at Targu Mures at 0655, leaves at 0710, and arrives at Bucharest at 0825. (3)

According to the most recent Bucharest telephone book (1947), available in FDD, TARS headquarters in Bucharest consists of the following: director's office, business office, central ticket agency, Baneasa airport authority, accounting service, maintenance service, technical director's office, flight personnel office, shop director's office, and the Baneasa ticket agency. (4)7

SOURCES

1. Universul, 29 Jun 52
2. Viata Sindicala, 31 Jul 52
3. Universul, 27 Jun 52
4. SAR De Telefoane Din Bucuresti, 1947

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